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MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

***Thursday, April 3, 2014
10:00 a.m. – 12:00 p.m.***

**SCAG Main Office
818 W. 7th Street, 12th Floor
Policy Committee Room A
Los Angeles, CA 90017
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Energy and Environment Committee are also available at: <http://www.scag.ca.gov/committees/Pages/default.aspx>

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Energy and Environment Committee
Members – April 2014

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Chair*	1. Hon. James A. Johnson	Long Beach	District 30
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*	21. Hon. Deborah Robertson	Rialto	District 8
	22. Hon. Stephen Sammarco	Redondo Beach	SBCCOG
	23. Mr. Steve Schuyler	Building Industry Association of Southern California (BIASC)	(Ex-Officio)
*	24. Hon. Jack Terrazas		Imperial County
*	25. Hon. Cheryl Viegas-Walker	El Centro	District 1
	26. Hon. Diane Williams	Rancho Cucamonga	SANBAG
	27. Hon. Edward Wilson	Signal Hill	Gateway Cities

* Regional Council Member

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

APRIL 3, 2014

The Energy & Environment Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. James A. Johnson, Chair)

ELECTION OF CHAIR AND VICE-CHAIR

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

INFORMATION ITEMS

		<u>Time</u>	<u>Page No.</u>
1.	<u>AB 32 Scoping Plan Update</u> <i>(Terry Roberts, Manager, Sustainable Communities Policy and Planning, California Air Resources Board – ARB)</i>	Attachment 30 mins.	1
2.	<u>San Bernardino Associated Governments (SANBAG) Regional Greenhouse Gas Reduction Plan Presentation</u> <i>(Steve Smith, SANBAG Planning Director)</i>	Attachment 30 mins.	15
3.	<u>Western Riverside Council of Governments (WRCOG) Climate Action Plan (CAP) Presentation</u> <i>(Alexa Washburn, WRCOG Planner)</i>	Attachment 30 mins.	17

CONSENT CALENDAR

Approval Item

4.	<u>Minutes of the February 6, 2014 Meeting</u>	Attachment	18
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Receive and File

5.	<u>2014 Regional Council and Policy Committees Meeting Schedule</u>	Attachment	23
6.	<u>SCAG Sustainability Planning Grants Program – Monthly Update</u>	Attachment	24

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

APRIL 3, 2014

CHAIR'S REPORT

STAFF REPORT

(Jonathan Nadler, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

The next EEC meeting is scheduled for Thursday, June 5, 2013, at the SCAG Los Angeles Office.

All Policy Committee Members are invited to attend the SCAG Regional Conference and General Assembly, May 1-2, 2014, to be held at the Renaissance Esmeralda Indian Wells Resort & Spa, 44400 Indian Wells Ln, Indian Wells, CA 92210.

DATE: April 3, 2014

TO: Energy and Environment Committee (EEC)

FROM: Ping Chang, Program Manager, (213) 236-1839, chang@scag.ca.gov

SUBJECT: AB 32 Scoping Plan Update

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only – No Action Required

EXECUTIVE SUMMARY:

On February 10, 2014, the California Air Resources Board (ARB) released the proposed Scoping Plan Update after considering public input on an earlier (October 2013) draft. The Proposed Update indicates California is on track to achieve the 2020 greenhouse gas limit and sets the stage for long-term reductions. The update also lays out a set of new actions that will move the state further along the path to a low-carbon, sustainable future. It calls for a mid-term statewide greenhouse gas reduction target and identifies eight (8) key sectors for ongoing action to guide California's path toward an 80 percent reduction from 1990 levels by 2050. ARB held a public informational presentation on the Proposed Update at its February 20, 2014, meeting, and will formally present the Final Proposed Update to the Board at its meeting in spring 2014. Terry Roberts, Manager, Sustainable Communities Policy and Planning, ARB, will provide a status update to the EEC.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 3: Optimize Organizations Efficiency and Cultivate an Engaged Workforce; Objective c: Define the roles and responsibilities at all levels of the organization.

BACKGROUND:

The Global Warming Solutions Act of 2006, Assembly Bill (AB) 32 requires the Scoping Plan to be updated every five (5) years. The original Plan, first released in 2008, was developed on the principle that a balanced mix of strategies is the best way to cut emissions and grow California's economy in a clean and sustainable direction. On February 10, 2014, ARB released the proposed first update to the AB 32 Scoping Plan. The Scoping Plan update lays out the remaining steps to achieve the 2020 target set by ARB, and lays the foundation for mid-term and long-term emission reductions as well as public health and economic goals.

Specifically, the Proposed Update defines ARB's climate change priorities for the next five (5) years and sets the groundwork to reach post-2020 goals set forth in Executive Orders S-3-05 and B-16-2012. In addition to the statutory 2020 emissions target, Executive Order S-3-05 (06/01/2005) and Executive Order B-16-2012 (03/23/2012) establish long-term climate goals for California to reduce greenhouse gas emissions to 80 percent below 1990 levels by 2050. Executive Order B-16-2012 is specific to the transportation sector.

The proposed update calls for development of a mid-term statewide greenhouse gas reduction target, and identifies eight key sectors for ongoing action to guide California's path toward an 80 percent reduction by 2050:

- 1) Energy
- 2) Transportation, fuels, land use and infrastructure
- 3) Agriculture
- 4) Water
- 5) Waste management
- 6) Natural lands
- 7) Short-Lived Climate Pollutants (such as methane and black carbon)
- 8) Green Buildings

Key differences between the earlier Discussion Draft (October 2013) and Proposed Draft (February 2014) included the following:

- Updated Climate Science discussion
- Modified sector discussions
 - Added recommendations for Green Buildings and Short Lived Climate Pollutants (SLCP) to emphasize importance.
 - Moved-up timing of SLCP strategy to 2015
- More emphasis on need for establishing mid-term statewide GHG emission limit.
- Ms. Terry Roberts, Manager, Sustainable Communities Policy and Planning, ARB, will provide an update to the EEC and discuss 'Next Steps.'

Information on the AB 32 Scoping Plan Update may be accessed on-line at:

<http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm>

FISCAL IMPACT:

Activities related to AB 32 are included in the SCAG budget under 020.SCG00161.04 and 065.SCG02663.02.

ATTACHMENT:

Executive Summary of the Proposed First Update to the Climate Change Scoping Plan: Building on the Framework (February 2014)

**Proposed First Update to the Climate Change Scoping Plan:
Building on the Framework**

February 2014

Pursuant to AB 32
The California Global Warming Solutions Act of 2006

Prepared by:
California Air Resources Board
for the State of California

Edmund G. Brown, Jr.
Governor

Matt Rodriquez
Secretary, California Environmental Protection Agency

Mary D. Nichols
Chairman, Air Resources Board

Richard W. Corey
Executive Officer, Air Resources Board

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Appendices

Appendix A: AB 32 Text

Appendix B: Status of Scoping Plan Measures (pending)

Appendix C: Focus Group Working Papers (pending)

Appendix D: Local and Regional Efforts to Implement Climate Protection Strategies

Appendix E: AB 32 Environmental Justice Advisory Committee Initial
Recommendations to Inform Development of the 2013 Update to the
AB 32 Scoping Plan, August 6, 2013

Appendix F: Environmental Analysis (pending)

EXECUTIVE SUMMARY

The 2006 adoption of Assembly Bill 32 propelled California further into an international leadership role in the fight against global climate change. By building on decades of successful actions to cut pollution and promote cleaner and more efficient energy, AB 32 solidified California's commitment to tackling climate change in a comprehensive way.

Since 2006, the State has continued to steadily implement a set of actions that are driving down greenhouse gas emissions, cleaning the air, diversifying the energy and fuels that power our society, and spurring innovation in a range of advanced technologies. These efforts have put California on course to achieve the near-term 2020 emissions limit, and have created a framework for ongoing climate action that can be built upon to maintain and continue reductions beyond 2020 as required by AB 32.

California's approach to climate change is not simply about reducing greenhouse gas emissions. It is built upon the principle that economic prosperity and environmental sustainability are one and the same. And it continues the state's long and successful legacy of building a world-class economy in concert with some of the most effective environmental and public health policies on the planet.

By remaining steadfastly committed to this approach, we can not only do our part to tackle climate change, we can also forge a cleaner, healthier, and more sustainable future for all Californians.

In the words of Governor Brown, our collective challenge is to "build for the future, not steal from it." That is what this Plan is designed to do.

PROPOSED FIRST UPDATE TO THE CLIMATE CHANGE SCOPING PLAN

This Proposed First Update to California's Climate Change Scoping Plan was developed by ARB in collaboration with the Climate Action Team and reflects the input and expertise of a range of state and local government agencies. A Draft Update was released on October 1, 2013, and presented to the Board at a public meeting on October 24, 2013. This version of the Update reflects public input and recommendations from business, environmental, environmental justice, and community-based organizations provided in response to the October draft. ARB will hold a public informational presentation on the Proposed Update at its February 20, 2014, meeting, and will formally present the Update to the Board at its meeting in Spring 2014.

Progress to Date

California is on track to meet the near-term 2020 greenhouse gas limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32. The set of actions the State is taking are driving down greenhouse emissions and moving us steadily in the direction of a cleaner energy economy. Many of these actions have been

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bold, ambitious, and truly trail-blazing. Some are more recent, while others precede the passage of AB 32.

Collectively, these actions are evidence of California's ability to show that it is possible to break the historical connection between economic growth and associated increases in energy demand, combustion of carbon-intensive resources, and pollution. We have shown it is possible to break this chain by relying on cleaner technologies, more efficiency, and more renewable energy sources. And we know that preventing the worst impacts of climate change will require accelerated development and diffusion of these technologies across the world. Stable, flexible, yet durable policies like those developed under AB 32 are key.

Cleaner and More Efficient Energy

California continues to be a global leader in energy efficiency. Since energy efficiency efforts began 40 years ago, Californians have saved \$74 billion in reduced electricity costs. As the State's first priority for providing for its energy needs, ongoing efficiency efforts—like new green building standards now in effect for homes and businesses and new standards for appliances, televisions, and other “plug loads”—continue to reduce energy use and emissions, make our businesses and economy more efficient, and cut energy costs.

California has also made tremendous strides in harnessing its abundant renewable energy resources. Currently, about 23 percent of the State's electricity comes from renewable power. This will increase to at least 33 percent by 2020 under new requirements set in place by Governor Brown and the Legislature in 2011. Renewable energy is rapidly coming down in cost and is already cost-effective in California for millions of homes and businesses, and in certain utility applications. Once thought of as exotic and alternative, renewable energy technologies have now become an integral part of California's energy mix.

Cleaner Transportation

California has taken a number of innovative actions to cut emissions from the transportation sector. Collectively, the State's set of vehicle, fuels, and land use policies will cut in half emissions from passenger transportation and drivers' fuel costs over the next 20 years.

California's Low Carbon Fuel Standard (LCFS) is beginning to drive the production of a broad array of cleaner fuels. Since its launch in 2011, the regulation has generated a multitude of unique approaches for cleaner fuels. The LCFS is driving the necessary transition to cleaner fuels and is providing California businesses and consumers with more choices for the fuels they use. Companies in California and elsewhere are rising to the challenge by finding innovative ways to produce cleaner, low carbon fuels.

The cars on California's roads are also undergoing a transformation. California's vehicle GHG standards—authorized by AB 1493 (Pavley) in 2002, first approved in 2004, and extended in 2012—are delivering both carbon dioxide (CO₂) reductions and

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savings at the pump. These standards are now federal law and the benefits of California's policies will be realized nationwide, dramatically scaling up emission reductions. The transition to a fleet of lower-emitting, more-efficient vehicles in California will continue beyond 2020, as these rules cover model years through 2025, and turnover of the fleet will deliver additional benefits from these rules for many more years. And now, ARB is working with the U.S. EPA on national GHG standards for medium- and heavy-duty trucks.

California's pioneering zero emission vehicle (ZEV) regulation is also driving a transformation of the fleet. As a result of ARB's 2012 ZEV program and Governor Brown's Executive Order B-16-12, California will see 1.5 million zero emission vehicles on the State's roads by 2025. Each day, more and more zero emission vehicles and cleaner, more efficient cars are driving on our streets and highways—visible signs of the transformation of California's transportation sector.

California is also making major strides toward reducing the number of miles people drive, through more sustainable local and regional housing, land use, and transportation planning. To date, seven Metropolitan Planning Organizations have adopted Sustainable Community Strategies. In addition to helping drive GHG emission reductions, these plans will help create more livable communities that offer greater housing and transportation options; improved access to resources and services; safer, more vibrant neighborhoods; and healthier lifestyles where people can live, work, and play without having to travel long distances or sit through congestion.

Cap-and-Trade Program

Last year, California successfully launched the most comprehensive greenhouse gas Cap-and-Trade Program in the world. As the emissions cap is gradually reduced over time, and as additional sources are brought under the cap to include the vast majority of emissions in the State, the program will ensure that California remains on track to continually reduce emissions and meet the 2020 limit. Looking out into the future, the Cap-and-Trade Program will play a critical role in keeping California on the right emissions reduction trajectory to meet ongoing reduction targets at the lowest possible cost. The program is also sending a clear signal that investment in clean, low carbon technologies will pay off.

On January 1, 2014, California linked its Cap-and-Trade Program with Québec's. By successfully linking cap-and-trade programs across jurisdictions and increasing opportunities for emission reductions, this linkage represents another important step in California's efforts to collaborate with other partners around the globe to address climate change.

Building on the Framework

Through AB 32, California has established an effective framework for climate action. This version of the Update includes a more in-depth discussion of climate change science, reflecting the Intergovernmental Panel on Climate Change's recently released

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Fifth Assessment and input from a distinguished team of scientific expert reviewers. The science clearly highlights the need for action—greenhouse gas emissions must be cut 80% below 1990 levels by mid-century to stave off the worst impacts of climate change. Setting a mid-term target and sector-specific targets will help guide our path.

Reaching our ultimate objective—reducing California’s greenhouse gas emissions to the scientifically recognized level necessary for climate stabilization— will require California to keep building on the framework by continuing to pursue the maximum technologically feasible and cost-effective actions that will steadily drive down greenhouse gas emissions over the coming decades. It is also clear that many of these same actions are needed to reduce emissions of smog-forming and toxic pollutants to meet federal air quality requirements and ensure that all Californians have healthy air quality.

This Plan lays out a set of new actions that will move the State further along the path to a low-carbon, sustainable future, including specific recommended actions with lead agency assignments and anticipated due dates. Some of the actions are near-term, while others are focused on longer-term efforts that will provide major benefits well into the future.

Every major economic sector in the state will need to play an increasing role in this effort. Success will require the creation of new policies in some sectors, and expanding and refining existing policies in others. We must continue working to find the right combination of policy-based “push” and incentive-based “pull” to accelerate commercial markets for clean energy and efficiency. And we have to coordinate and align public investments in ways that most effectively leverage private resources.

The Great Unifier

Climate change presents an unprecedented set of challenges for California. We are already experiencing its impacts and know that they will only increase. But it can also be a great unifier. It gives us the opportunity to focus on doing more with less; to work across programmatic, policy and political boundaries; and to figure out ways to achieve various goals more quickly and more effectively. The task is to continue building on the steps we have already taken by further integrating climate thinking and sustainability programming into the range of actions we take to grow the economy, protect the environment and public health, and plan for the future.

The strategies we pursue to cut greenhouse gas emissions from our cars, trucks, buses, trains and industries can support ongoing efforts to improve air quality up and down the state, especially in our most heavily impacted communities. Efficiency and conservation programs in the water sector needed to cut emissions will also drive critically needed efforts to enhance supply and reliability priorities. We can cut emissions from our waste stream while also increasing home-grown sources of low-carbon energy and fuels. And we can manage our natural lands and valuable agricultural resources in ways that both achieve climate objectives and enhance their long-term sustainability.

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With strategic investment and coordinated policy-making, California can slash emissions from trucks and trains while at the same time building a world-class goods movement and freight-delivery system. We can modernize our rail and passenger transportation systems to move people in ways that both reduce greenhouse gases and increase mobility options and safety. We can take actions to cut emissions of potent short-lived climate pollutants that will also deliver key public health benefits. And we can align strategies that both support reduction goals and bolster our ability to deal with the impacts of climate change already underway.

The reality is that while climate change demands it, these and myriad other examples described in this Plan are exactly the types of actions California must take in any case to build for our future.

Mid-Term Target

A key step needed to build on California's framework for climate action is to establish a mid-term statewide emission reduction target. Cumulative emissions drive climate change, and a continuum of action is needed to reduce emissions not just to stated limits in 2020 or 2050, but also every year in between. The target will ensure that the State stays on course and expands upon the successes we have achieved to date so that we can achieve our long-term objective of reducing California's greenhouse gas emissions to the scientifically recognized level necessary for climate stabilization. A mid-term target, informed by climate science, will be critical in helping to frame the additional suite of policy measures, regulations, planning efforts, and investments in clean technologies that are needed to continue driving down emissions. It will also send a clear signal that California is solidifying its commitment to a low-carbon future, giving businesses the long-term certainty they need to plan for the future.

Each of the major sectors highlighted in this Plan must play a role in supporting the statewide effort to continue reducing emissions. As steps are taken to develop a statewide target, sector targets will also be developed that reflect the opportunities for reductions that can be achieved through existing and new actions, policies, regulations and investments.

Sector-Specific Actions

Energy

The actions outlined in this Plan support California's efforts to build a state-of-the-art energy generation, supply and distribution system that is clean, affordable and reliable. Many of the actions expand upon existing policy frameworks that have made our state a global leader in areas like energy efficiency, demand response, and renewable energy generation. Others reflect the need to incorporate new and rapidly evolving technologies like energy storage, demand response, and a smarter grid into the fabric of California's energy system.

A core element of the Plan is the development of a comprehensive greenhouse gas reduction program for the state's electric and energy utilities by 2016. This approach

Executive Summary

will enable California to pull together and coordinate a range of policies, technologies, and investments needed to achieve the most cost-effective emissions reductions across the sector, in-line with meeting mid-term and long-term statewide targets. It also will give utilities, electricity providers and a range of other businesses the flexibility and the right incentives to pursue the most innovative strategies to cut emissions.

Transportation, Land Use, Fuels, and Infrastructure

Over the past several decades, California has pioneered a host of innovative policies in the transportation sector that have cut air pollution and greenhouse emissions. This Plan builds on a set of existing policies and lays out new strategies that will continue to push down emissions and scale up clean, advanced technologies across the entire transportation sector. It calls for targeted investment in critical infrastructure projects that will be necessary to keep California on track to meet our ongoing climate objectives. And it recognizes the need to closely integrate climate planning with efforts to meet California's air quality goals.

Meeting California's long-term air quality and climate objectives will require the State to continue building on efforts underway to put more low and zero-emission vehicles on the road. These efforts also need to be expanded to include an increasing focus on cleaner medium- and heavy-duty vehicles. At the same time, we must continue working to figure out the right mix of policies and incentives for increasing reductions in the carbon content of transportation fuels. And we must invest in building the cleanest, most advanced systems and infrastructure to move people and goods in the state.

Agriculture

California's agricultural industry provides hundreds of thousands of jobs and tens of billions of dollars in economic value to the state each year. The long-term sustainability of the sector is vital to California's economic future. This Plan describes a set of actions to ensure California's agricultural sector continues to thrive in the face of a changing climate and plays a key role in the state's efforts to continue reducing greenhouse emissions.

There is a range of opportunities for greenhouse gas emissions reductions and sequestration in the agriculture sector. Technology advancements allow for more precise irrigation techniques, which cut energy costs and preserve valuable water resources. Strategic approaches to conservation will keep valuable agricultural lands in operation and help eliminate greenhouse gas emissions that result from conversion. And capturing methane from agriculture operations will provide climate benefits while also affording opportunities to produce bioenergy and biofuels. The coordinated effort to develop the right mix of policies and incentives described in this Plan will help keep California's agriculture sector thriving into the future.

Water

Water is the lifeblood of our state and economy, and integrally connected to our food supply and energy systems. The state needs to employ a range of approaches that will cut emissions, maximize efficiency and conservation, and enhance water quality and

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supply reliability, while also addressing growing climate resiliency requirements.

A greater focus on integrated policy design in the water sector is needed as California implements strategies that will support our state's longer-term climate objectives. State policy and regulatory frameworks must be developed that allow for, and incentivize, effective regional integrated planning and implementation. We need to employ pricing policies will maximize efficiency and conservation efforts in the water sector, and put in place mandatory conservation measures to reduce greenhouse gas emissions and maintain water supply reliability during drought periods.

Waste

California's goal of reaching 75 percent recycling and composting by 2020 provides an opportunity to achieve substantial GHG reductions across the waste sector, while providing other significant economic and environmental co-benefits. Much of what is traditionally considered "waste" can be a resource for other uses. California must take advantage of waste materials to generate energy to power our homes and cars, and to improve our working lands.

Compostable organics represent over a third of California's disposed waste, and are the primary source of fugitive methane emissions at landfills. A new organics management approach for California that will divert this material to minimize emissions at landfills and provide feedstock for critically needed alternatives to agricultural amendments and for low carbon fuel manufacturing.

Achieving the 75 percent waste diversion goal will require substantial expansion of the collection, recycling, and manufacturing industries within California. This Plan sets forth a series of actions to support this industrial growth and calls on California to manage its waste at home in ways that will support greenhouse gas emission reductions, environmental co-benefits, and job growth.

Natural and Working Lands

Three-quarters of California's landmass comprises natural and working lands, such as forests, rangelands, and wetlands. These lands provide a multitude of economic and environmental benefits, and must play increasingly important role in California's efforts to prepare for and adapt to the impacts of climate change. Natural and working lands must also play a key role to help achieve California's long-term climate objectives. We have to start investing now in strategies that ensure these lands are managed in ways that maximize their carbon benefits while also ensuring landscape resilience; protecting and enhancing the state's water supplies; safeguarding the state's wildlife, fish, and plants, and promoting sustainable rural communities.

This Plan describes a series of policies, actions, and strategic investments to enhance, protect, and conserve California's natural and working lands in ways that will provide important climate benefits as well as a more resilient California that is better prepared for climate risks such as more frequent and severe wildfires, varying and unpredictable water availability, and stressors on species and natural communities. A key element of

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this approach is the development of a “Forest Carbon Plan” by 2016 that will set mid and long-term greenhouse gas reduction planning targets, and identify funding and investment needs.

Short-Lived Climate Pollutants

Over the past several decades, California’s actions to improve air quality and protect public health have resulted in significant reductions in potent short-lived climate pollutants, which include black carbon, methane, and hydrofluorocarbons. These pollutants remain in the atmosphere for shorter periods of time and have much larger global warming potentials compared to CO₂.

While we must continue taking steps to rapidly reduce CO₂, additional efforts to cut emissions of short-lived climate pollutants can yield immediate climate benefits. In addition, fast and sustainable action to reduce these emissions can help to achieve other benefits though avoided impacts on agriculture, water availability, ecosystems and human health. The reduction of methane would reduce tropospheric ozone concentrations and ozone precursors, which would help with progress towards healthy air quality and avoid crop yield losses due to direct action of ozone on crop growth. Black carbon deposits accelerate glacial melting and impact cloud formation and precipitation. Further reducing black carbon and methane emissions will help reduce premature deaths and associated medical expenses each year.

California is committed to continuing to reduce emissions of short-lived climate pollutants, particularly where efforts will result in air quality and public health co-benefits. ARB will develop a short-lived climate pollutant strategy by 2015 that will include an inventory of sources and emissions, the identification of additional research needs, and a plan for developing necessary control measures.

Green Buildings

Buildings in California represent a significant source of greenhouse gas emissions. Over the past five years, California has solidified its commitment to green building; leading the way with State buildings, improving building standards, continuing to raise the bar with voluntary programs at the local level, and greening existing buildings. We must continue to build on this approach by ensuring successful implementation of current initiatives and expanding the long term focus towards zero-carbon buildings.

This Plan describes a set of actions to continue cutting emissions from California’s building sector including the development of a comprehensive greenhouse gas emission reduction program for new construction, existing building retrofits, and operation and maintenance of certified green buildings.

Courage, Creativity, and Boldness

Climate change has presented us with unprecedented challenges—challenges that cannot be met with traditional ways of thinking or conventional solutions. As Governor

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Brown has recognized, meeting these challenges will require “courage, creativity, and boldness.”

It will require California to continue to lead the world in pioneering effective strategies toward a cleaner, more sustainable economy. It will require us to continue sharing our successful approaches to climate policy with others, including continuing to partner and collaborate with other state, national, and global leaders as we work toward common goals. And it will require further engaging California’s citizens, businesses, and its most creative minds to continue building a state that provides low carbon, high-quality lifestyles.

As we take these steps, we understand that we don’t have all of the answers today. But, we are on the right path. We have a framework for action in place that is driving down emissions, spurring innovation across a range of clean and advanced technology sectors, improving the air Californians breathe, and creating more livable communities. By building on this framework with the set of actions outlined in this Plan, we can do our part to meet the challenge of global climate change, and in the process, continue to build the clean, sustainable future that all Californians deserve.

DATE: April 3, 2014

TO: Energy and Environment Committee (EEC)

FROM: Grieg Asher, Program Manager, asher@scag.ca.gov, (213)236-1869

SUBJECT: San Bernardino Associated Governments (SANBAG) Regional Greenhouse Gas Reduction Plan Presentation

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

Steve Smith, SANBAG Planning Director, will present an update on the San Bernardino County Regional Greenhouse Gas Reduction Plan, a subregional program to reduce greenhouse gas emissions in San Bernardino County.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies

BACKGROUND:

On March 5, 2014 the San Bernardino Associated Governments (SANBAG) approved the San Bernardino County Regional Greenhouse Gas Reduction Plan (Regional GHG Plan) and certified the Environmental Impact Report (EIR) for the Regional GHG Plan. Prepared in collaboration with twenty-one (21) San Bernardino County jurisdictions, the Regional GHG Plan is the first multi-jurisdictional, regional GHG plan with an EIR in California. It enables each of the participating cities to proceed with adopting its own Climate Action Plan (CAP), consistent with State guidelines. The Plan was prepared in response to Assembly Bill (AB) 32 and also supports local implementation of SB 375.

The Regional GHG Plan is an important step forward for San Bernardino County jurisdictions, the SCAG region, and the state because it:

- assesses GHG emission sources comprehensively and consistently at a city-level instead of for individual projects;
- the economies of scale allow comprehensive assessment of all GHG emission sources at significantly lower costs to each participating city;
- allows for streamlining of project approvals by providing for "tiering" from the regional reduction plan and its associated EIR;
- identifies feasible and cost-effective means to reduce GHG emissions, including many that can save money for municipal governments, businesses, individuals, and the community as a whole;
- identifies the local role in reducing GHG emissions in light of larger state efforts;
- identifies credit for prior and ongoing city actions;
- represents local control of GHG emission reductions and CEQA thresholds.

REPORT

The twenty-one (21) cities participating in this project are: Adelanto, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Victorville, Yucaipa, and Yucca Valley. The completion of the GHG Reduction Plan and EIR was a collaborative achievement, coordinated with each individual city while also advancing the statewide goals established by AB 32.

SANBAG served as the Lead Agency under the California Environmental Quality Act (CEQA). Several SANBAG initiatives, such as the Home Energy Retrofit Opportunity (HERO) Program also serve as implementation measures for the Plan.

SCAG applauds the work lead by SANBAG in collaboration with their member cities and finds the work consistent with the State-approved 2012-2035 RTP/SCS.

Steve Smith, SANBAG Planning Director, will provide an update to the EEC and respond to questions.

The Regional Greenhouse Gas Reduction Plan may be found here:

http://www.sanbag.ca.gov/planning2/plan_greenhouse.html

FISCAL IMPACT:

None

ATTACHMENT:

None

DATE: April 3, 2014

TO: Energy and Environment Committee (EEC)

FROM: Grieg Asher, Program Manager, asher@scag.ca.gov, 213-236-1869

SUBJECT: Western Riverside Council of Governments (WRCOG) Climate Action Plan (CAP) Presentation

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only-No Action Required

EXECUTIVE SUMMARY:

Alexa Washburn, WRCOG Planner, will present a brief update on the WRCOG Climate Action Plan (CAP), a subregional program to reduce greenhouse gas emissions in western Riverside County.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies

BACKGROUND:

The Western Riverside Council of Governments is a Joint Powers Agency that coordinates policy discussions on various regional issues such as air quality, solid waste, transportation, and the environment. Over the past three years, WRCOG staff has been developing a subregional Climate Action Plan. This plan is a result of collaboration among the cities of western Riverside County and WRCOG. WRCOG's subregional Climate Action Plan lays out a plan for 12 member jurisdictions to significantly reduce their greenhouse gas emissions through innovative energy, transportation, water, and solid waste strategies.

SCAG applauds the work led by WRCOG and finds its effort consistent with implementing the State-approved 2012-2035 RTP/SCS. Alexa Washburn, WRCOG Planner, will provide an overview of the Plan and respond to questions.

FISCAL IMPACT:

None

ATTACHMENT:

None

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Energy and Environment Committee
of the
Southern California Association of Governments
February 6, 2014

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Energy and Environment Committee (EEC) held its meeting at the SCAG Los Angeles Office. The meeting was called to order by the Hon. James Johnson, Chair. There was a quorum.

Members Present

Hon. Lisa Bartlett, Dana Point (Vice-Chair)	TCA
Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Margaret Clark, Rosemead	District 32
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Larry Forester, Signal Hill	GCCOG
Hon. Laura Friedman, Glendale	Arroyo Verdugo Cities
Hon. Sandra Genis, Costa Mesa	OCCOG
Hon. James Johnson, Long Beach (Chair)	District 30
Hon. Thomas Martin, Maywood	GCCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Geneva Mojado, Soboba Band of Luiseno Indians	Tribal COG
Hon. Mike Munzing, Aliso Viejo	District 12
Hon. David Pollock, Moorpark	VCOG
Hon. Carmen Ramirez, Oxnard	District 45
Hon. Lupe Ramos Watson, Indio	District 66
Hon. Deborah Robertson, Rialto	District 8
Hon. Stephen Sammarco, Redondo Beach	SBCCOG
Mr. Steve Schuyler, Ex Officio	Building Industry Association
Hon. Jack Terrazas	Imperial County
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Diane Williams, Rancho Cucamonga	SANBAG
Hon. Edward Wilson, Signal Hill	Gateway Cities

Members Not Present

Hon. Mitchell Englander, Los Angeles	District 59
Hon. Ed Graham, Chino Hills	District 10
Hon. Steve Hernandez, Coachella	CVAG
Hon. Linda Krupa, Hemet	WRCOG
Hon. Sam Pedroza, Claremont	SGVCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. James Johnson, Chair, called the meeting to order at 10:03 a.m. Hon. Stephen Sammarco led the Committee in the Pledge of Allegiance.

Hon. James Johnson welcomed Mr. Steve Schuyler, Ex Officio, representing the Building Industry Association (BIA) to his first meeting as a member of the Energy and Environment Committee.

PUBLIC COMMENT PERIOD – No comments

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

1. Sustainability Joint Work Program with Imperial County Transportation Commission (ICTC)

Alan Thompson, SCAG Staff, stated that SCAG and ICTC have developed a Sustainability Joint Work Program to better coordinate the activities of the two agencies and support implementation of the approved 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS).

A MOTION was made (Robertson) to recommend Regional Council approval of the SCAG/ICTC Sustainability Joint Work Program. The MOTION was SECONDED (Viegas-Walker) and unanimously APPROVED.

AYE – Bartlett, Bertone, Clark, Ehrenkranz, Forester, Friedman, Genis, Johnson, Martin, Mitchell, Pollock, Ramirez, Ramos Watson, Robertson, Sammarco, Terrazas, Viegas-Walker, Williams

NO – None

ABSTAIN - None

INFORMATION ITEMS

2. Southern California Regional Energy Network

Howard Choy, General Manager, Los Angeles County Office of Sustainability, provided an update on the Southern California Regional Energy Network and how it collaborates with the Local Government Sustainable Energy Coalition to implement environmental and sustainability programs and services for county departments, residents, businesses and local governments including: energy efficiency, green building and climate change programs.

The joint effort unites the region's cities and counties to reduce energy costs, shape policy, leverage best practices, stay informed and educated, develop long-term strategies, and bring more sustainable energy to their communities.

Additional information may be found at www.lgsec.org

3. Best Practice for Implementing Solar Systems through a Power Purchase Agreement

Robert Sausedo, Vice President, Business Development Local Government, Psomas FMG, LLC., gave a presentation about how local jurisdictions may use a Power Purchase Agreement to implement a no upfront cost approach to implementing solar photovoltaic systems that include

solar collectors and solar on buildings. Power Purchase Agreement financing may be used for systems as small as 200 kilowatts, up to several megawatts. The goal of the agreement is to create a no-cost option to build the system that provides power to the end user. The program represents an opportunity for local government to implement energy conservation programs without facing additional financial burdens.

4. 2014 Imperial County PM2.5 State Implementation Plan (SIP) Update

Jonathan Nadler, SCAG Staff, stated that the urbanized area of Imperial County was designated by the U.S. Environmental Protection Agency (EPA) as a nonattainment area for the 2006 24-hour PM2.5 standard, effective December 14, 2009. It was initially thought that Imperial County met the standard and would not need to prepare a SIP. Due to technical monitoring-related issues adjacent to Mexico, Imperial County is now required to prepare this SIP. While PM2.5 SIPs were required to be submitted to U.S. EPA by December 14, 2012, in response to a court ruling regarding the PM2.5 implementation rules, U.S. EPA published a proposed rule on November 21, 2013 which sets December 31, 2014 as the new submission deadline.

Because the Imperial County PM2.5 nonattainment area is adjacent to Mexico and impacted by emissions from across the border, the SIP is required to attain and maintain the 2006 24-hour PM2.5 standard by the attainment date “but for emissions emanating from outside of the United States” (per CAA Section 179(B)). The California Air Resources Board (ARB) and the Imperial County Air Pollution Control District (ICAPCD) are working to address the monitoring issue and prepare the SIP (tentatively scheduled for ICAPCD adoption in May 2014 and ARB adoption in June 2014). The SIP will include new PM2.5 conformity budgets for the Imperial County PM2.5 nonattainment area. Once found to be adequate by U.S. EPA, these new conformity budgets will be used by SCAG for conformity determinations for future Regional Transportation Plans and Federal Transportation Improvement Programs.

CONSENT CALENDAR

Approval Item

5. Minutes of the January 2, 2014 Meeting

Receive and File

6. 2014 Regional Council and Policy Committee Meeting Schedule

7. SCAG Sustainability Planning Grants Program – Monthly Update

8. U.S. EPA Grant to the Imperial County Air Pollution Control District Regarding Vehicle Idling Impacts in the Border Area

9. Resolution No. 14-556-2 for the Federal Highway Administration (FHWA) Implementing Eco-Logical Project

Jonathan Nadler, SCAG Staff, commented on Item No. 8 of the *Receive and File* items. Mr. Nadler stated that there was a U.S. EPA Grant to the ICAPCD regarding vehicle idling impacts in

the border area. The project is scheduled to be complete by mid-2015, and this item will be brought back to the EEC at such time.

A MOTION was made (Forester) to approve the Consent Calendar. The MOTION was SECONDED (Genis) and unanimously APPROVED.

AYE – Bartlett, Bertone, Clark, Ehrenkranz, Forester, Friedman, Genis, Johnson, Mitchell, Munzing, Pollock, Ramirez, Ramos Watson, Robertson, Terrazas, Viegas-Walker, Williams, Wilson

NO – None

ABSTAIN - None

CHAIR'S REPORT - No report

STAFF REPORT

Jonathan Nadler, SCAG Staff, announced that the 8th Annual Sustainability Awards will be presented at SCAG's Annual General Assembly in May 2014. Nomination packets will be released electronically next week. The deadline to submit a nomination is on March 11, 2014.

Justine Block, SCAG Deputy Legal Counsel, announced that SCAG released its Draft 2014 Public Participation Plan on January 22, 2014, for a 45-day public review and comment period that ends on March 7, 2014. The Draft Plan is available on SCAG's website. The Plan will be presented to SCAG's Legislative Communications Membership Committee at its March meeting and if recommended for approval, the final Plan will be placed on the agenda for Regional Council consideration at its April 3, 2014 meeting.

FUTURE AGENDA ITEMS - None

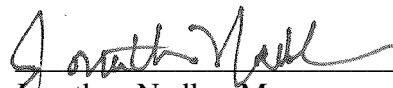
ANNOUNCEMENTS – None

ADJOURNMENT

Hon. James Johnson adjourned the meeting at 11:31 a.m.

The next meeting of the Energy & Environment Committee will be held on Thursday, April 3, 2014 at the SCAG Los Angeles Office.

Action Minutes Approved by:



Jonathan Nadler, Manager
Compliance & Performance Monitoring

Energy and Environment Committee Attendance Report

2014

		X = County Represented							X = Attended Black Shading = Dark												Total Mtgs Attend ed
Member (including Ex-Officio)	Date Appointe d if after 1/1/14	Representing	Imperial	Los Angeles	Orange	Riverside	San Bernar dino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	
Bartlett, Lisa		OCCOG			X				X	X											2
Bertone, Denis		SGVCOG		X					X	X			G								2
Clark, Margaret		Rosemead		X					X	X			E								2
Ehrenkranz, Jordan		WRCOG				X			X	X			N								2
Englander, Mitchell		Los Angeles		X									E								
Forester, Larry		Gateway Cities		X						X			R								1
Friedman, Laura		AVCOG		X					X	X			A								2
Genis, Sandra		OCCOG			X				X	X			L								2
Graham, Ed		Chino Hills					X														
Hernandez, Steven		CVAG					X						A								
Johnson James		Long Beach		X					X	X			S								2
Krupa, Linda		Hemet				X							S								
Martin, Thomas		GCCOG		X					X	X			E								2
Mitchell, Judy		SBCCOG		X					X	X			M								2
Mojado, Geneva	Jan.2014	Tribal COG								X			B								1
Munzing, Mike		District 12			X				X	X			L								2
Pedroza, Sam		SGVCOG		X									Y								
Pollock, David		VCOG						X	X	X											2
Ramirez, Carmen		Oxnard						X	X	X											2
Ramos Watson, Lupe		CVAG				X			X	X											2
Robertson, Deborah		District 8					X			X											1
Sanmarco, Stephen		SBCCOG		X					X	X											2
Schuyler, Steve	Jan. 2014	BIASC								X											1
Terrazas, Jack		Imperial County	X						X	X											2
Viegas Walker, Cheryl		El Centro	X						X	X											2
Williams, Diane		SANBAG					X		X	X											2
Wilson, Edward		Signal Hill		X					X	X											2
		TOTALS	2	11	3	3	4	2													

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SOUTHERN CALIFORNIA



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Human Development

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Energy & Environment

James Johnson, Long Beach

Transportation

Keith Millhouse, Ventura County

Transportation Commission

2014 MEETING SCHEDULE

REGIONAL COUNCIL AND POLICY COMMITTEES

**All Regular Meetings are scheduled on the
1st Thursday of each month, except for September***

Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

January 2, 2014

February 6, 2014

March 6, 2014

April 3, 2014

May 1 – 2, 2014

(SCAG 2014 Regional Conference & General Assembly)

June 5, 2014

DARK IN JULY

August 7, 2014

September 11, 2014*

(Note: League of California Cities Annual Conference in Los Angeles, Sept. 3 – 5)

October 2, 2014

November 6, 2014

December 4, 2014

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DATE: April 3, 2014

TO: Regional Council (RC)
Executive/Administration Committee (EAC)
Community, Economic, and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Hasan Ikhata, Executive Director, ikhata@scag.ca.gov, 213-236-1944

SUBJECT: SCAG Sustainability Planning Grants Program – Monthly Update

RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

SCAG is providing a monthly update (attached) regarding successful implementation of the 73 Sustainability Grants to member agencies. Forty-four (44) of the seventy-three (73) approved SCAG Sustainability Planning Grants were funded in the fall of 2013. At the time this report was distributed, thirty (30) grant projects have had Scopes of Work developed and finalized, twenty-five (25) grant projects have had Request for Proposals (RFPs) released, thirteen (13) grant projects have selected consultants, and nine (9) grant projects have had contracts executed.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

On September 12, 2013, the Regional Council approved seventy-three (73) Sustainability Planning Grant projects and directed staff to proceed with funding projects with available funds for Phases I and Phase II projects (total of 44 projects). The remaining projects will be part of Phase III and will proceed as additional funds become available in FY 2014-2015.

SCAG staff is providing monthly updates to the Board regarding implementation of the seventy-three (73) grants. At the time this report was distributed, thirty (30) grant projects have had scopes of work developed in partnership with the cities, twenty-five (25) grant projects have had RFPs released, thirteen (13) grant projects have consultants selected and nine (9) grant projects have completed negotiations and have contracts executed.

FISCAL IMPACT:

Funding is included in SCAG's FY 2013-14 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year are included in FY 2013-14 OWP 065.SCG02663.02.

ATTACHMENT:

Summary Progress Chart

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SCAG Sustainability Planning Grants

March 19, 2014 Regional Council Progress Update

Working / Last							
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract
Phase 1 (Available funds FY 13-14)							
1	San Bernardino County	Bloomington Area Valley Blvd. Specific Plan Health and Wellness Element - Public health; Active transportation; Livability; Open space	x	x	x	x	x
2	Los Angeles - Department of City Planning	Van Nuys & Boyle Heights Modified Parking Requirements - Economic development; TOD; Livability	x	x	x	x	x
3	Los Angeles - Department of City Planning	Bicycle Plan Performance Evaluation - Active transportation; performance measures	x	x	x		
4	Western Riverside Council of Governments	Public Health: Implementing the Sustainability Framework - Public health; Multi-jurisdiction coordination; Sustainability	x	x	x		
5	Santa Ana	Complete Streets Plan - Complete streets; Active transportation; Livability	x	x	x	x	
6	San Bernardino Associated Governments	Climate Action Plan Implementation Tools - GHG reduction; Multi-jurisdiction coordination; Implementation	x	x	x	x	x
7	Riverside	Restorative Growthprint Riverside - GHG reduction; Infrastructure investment; Economic development	x	x	x	x	
8	Orange County Parks	Orange County Bicycle Loop - Active transportation; Multi-jurisdictional; Public health	x	x	x	x	x
9	Ventura County	Connecting Newbury Park - Multi-Use Pathway Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x
10	Imperial County Transportation Commission	Safe Routes to School Plan - Multi-modal; Active transportation	x	x			

Working / Last								
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract	
11	Yucaipa	College Village/Greater Dunlap Neighborhood Sustainable Community - Complete Streets; TOD	x	x	x	x		
12	Las Virgenes-Malibu Council of Governments	Multi-Jurisdictional Regional Bicycle Master Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x	
13	Eastvale	Bicycle & Pedestrian Master Plan - Active Transportation	x	x	x	x		
14	West Covina	Downtown Central Business District - Multi-modal; Active transportation	x					
15	Placentia	General Plan/Sustainability Element & Development Code Assistance - General Plan Update; Sustainability Plan	x	x	x	x	x	
16	Paramount/Bellflower	Regional Bicycle Connectivity - West Santa Ana Branch Corridor - Active transportation; multi-jurisdiction	x	x	x			
17	Costa Mesa	Implementation Plan for Multi-Purpose Trails - Active Transportation	x	x	x	x	x	
Phase 2 (Available funds)								
18	Fullerton	East Wilshire Avenue Bicycle Boulevard - Active transportation; Livability; Demonstration project	x					
19	Beaumont	Climate Action Plan - GHG reduction	x	x	x			
20	Palm Springs	Sustainability Master Plan Update - Leverages larger effort; commitment to implement	x					
21	Big Bear Lake	Rathbun Corridor Sustainability Plan - Multi-modal; Economic development; Open space	x	x				
22	Western Riverside Council of Governments	Land Use, Transportation, and Water Quality Planning Framework - Integrated planning, Sustainability	x					
23	Anaheim	Bicycle Master Plan Update - Active transportation	x	x	x	x		

Working / Last							
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract
24	Ontario	Ontario Airport Metro Center - Multi-modal; Visualization; Integrated planning	x				
25	Coachella Valley Association of Governments	CV Link Health Impact Assessment - Active transportation; Public health; Multi-jurisdiction	x	x	x		
26	San Bernardino Associated Governments	San Bernardino Countywide Complete Streets Strategy - Multi-modal; Livability; Multi-jurisdiction	x				
27	Chino Hills	Climate Action Plan and Implementation Strategy - GHG reduction; Implementation; Sustainability	x	x	x		
28	Coachella	La Plaza East Urban Development Plan - Mixed-use, TOD, Infill	x	x			
29	South Bay Bicycle Coalition/Hermosa, Manhattan, Redondo	Bicycle Mini-Corral Plan - Active transportation; implementable; good value	x				
30	Hawthorne	Crenshaw Station Area Active Transportation Plan and Overlay Zone - Multi-modal; Active transportation; GHG reduction	x				
31	Chino	Bicycle & Pedestrian Master Plan - Multi-modal; Active transportation	x	x	x		
32	Stanton	Green Planning Academy - Innovative; Sustainability; Education & outreach	Oct-13				
33	Hermosa Beach	Carbon Neutral Plan - GHG reduction; Sustainability	Oct-13				
34	Palm Springs	Urban Forestry Initiative - Sustainability; Unique; Resource protection	x				
35	Orange County	"From Orange to Green" - County of Orange Zoning Code Update - Sustainability; implementation	x				
36	Calimesa	Wildwood and Calimesa Creek Trail Master Plan Study - Active transportation; Resource protection	x				

Working / Last								
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract	
37	Western Riverside Council of Governments	Climate Action Plan Implementation - GHG Reduction; Multi-jurisdiction; implementation	x	x	x			
38	Lynwood	Safe and Healthy Community Element - Public health & safety, General Plan update	x	x	x			
39	Palmdale	Avenue Q Feasibility Study - Mixed-use; Integrated planning	x	x				
40	Long Beach	Willow Springs Wetland Habitat Creation Plan - Open Space; Resource protection	x					
41	Indio	General Plan Sustainability and Mobility Elements - Sustainability; Multi-modal, General Plan update	x	x				
42	Glendale	Space 134 - Open space/Freeway cap; Multi-modal	x					
43	Rancho Palos Verdes/City of Los Angeles	Western Avenue Corridor Design Implementation Guidelines - Urban Infill; Mixed-use; Multi-modal	x	x	x			
44	Moreno Valley	Nason Street Corridor Plan - Multi-modal; Economic development	x	x	x			
Phase 3 (Pending additional funds)								
45	Park 101/City of Los Angeles	Park 101 District - Open space/Freeway cap; Multi-modal	Oct-13					
46	Los Angeles/San Fernando	Northeast San Fernando Valley Sustainability & Prosperity Strategy - Multi-jurisdiction; Economic development; Sustainability	x					
47	San Dimas	Downtown Specific Plan - Mixed use; Infill	Oct-13					
48	Los Angeles - Department of City Planning	CEQA Streamlining: Implementing the SCS Through New Incentives - CEQA streamlining	Oct-13					
49	Pico Rivera	Kruse Road Open Space Study - Open space; Active transportation	Oct-13					

Working / Last								
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract	
50	South Bay Cities Council of Governments	Neighborhood-Oriented Development Graphics - public outreach	Oct-13					
51	San Bernardino Associated Governments	Safe Routes to School Inventory - Active transportation; Public health	Oct-13					
52	Burbank	Mixed-Use Development Standards - Mixed use; Urban infill	x					
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - Open Space; Active Transportation	Oct-13					
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - Public health; implementation	x					
55	Pasadena	Form-Based Street Design Guidelines - Complete Streets; Multi-modal; Livability	x					
56	South Gate	Gateway District/Eco Rapid Transit Station Specific Plan - Land Use Design; Mixed Use; Active Transportation	Oct-13					
57	Lancaster	Complete Streets Master Plan - Complete Streets Plan	x					
58	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - Transit Access	Oct-13					
59	Santa Clarita	Soledad Canyon Road Corridor Plan - Land Use Design; Mixed Use Plan	Oct-13					
60	Seal Beach	Climate Action Plan - Climate Action Plan	x					
61	La Mirada	Industrial Area Specific Plan - Land Use Design	Oct-13					
62	Hemet	Downtown Hemet Specific Plan - Land Use Design; Mixed Use Plan	x					
63	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - Open Space/Freeway Cap; Multi-modal	Oct-13					
64	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - Active Transportation	x					

Working /								
Rank	Applicant	Project	Last Contact	Scope	RFP	Selection	Contract	
65	Cathedral City	General Plan Update - Sustainability - General Plan Update; Sustainability Plan	Oct-13					
66	Westminster	General Plan Update - Circulation Element - General Plan Update; Complete Streets	x					
67	La Canada Flintridge	Climate Action Plan - Climate Action Plan	Oct-13					
68	Huntington Beach	Neighborhood Electric Vehicle Plan - Electric Vehicle	Oct-13					
69	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - Climate Action Plan	Oct-13					
70	San Bernardino Associated Governments	Countywide Bicycle Route Mobile Application - Active Transportation	Oct-13					
71	Dana Point	General Plan Update - General Plan Update	Oct-13					
72	Garden Grove	RE:IMAGINE Downtown - Pedals & Feet - Active Transportation; Infill	x					
73	Barstow	Housing Element and Specific Plan Update - Housing; Land Use Design	Oct-13					